

Montana and the Sky

Vol. 33, No. 9

MONTANA AERONAUTICS DIVISION

September 1982

FAA Adopts Ultralight Rules

By: Mike Ferguson, Administrator

I attended the Oshkosh EAA Fly-in and Airshow while on vacation the first week in August. I attended many educational workshops and forums, one of which was the FAA's program on ultralights during which time they announced and explained their new Part 103 governing ultralights. The following is an excerpt from the FAA's new Part 103:

1. Single person operation only.
2. To be used for recreation or sport purposes only.
3. Empty weight limitation less than 254 pounds for powered and 155 pounds for unpowered.
4. Fuel limitation of 5 U.S. gallons.
5. Maximum speed of 55 knots.
6. Maximum stall speed of 24 knots.
7. Cannot be operated except between the hours of sunrise and sunset except that if it has an anticollision light visible for at least three miles, it may be operated 30 minutes prior to sunrise and 30 minutes after sunset but only in uncontrolled airspace.
8. May not be operated within an airport traffic area, control zone, terminal control area, or positive control area without authorization from the appropriate air traffic control facility.
9. Must be operated by visual ground reference only.
10. May not be operated over congested areas of towns or assembly of people.

The FAA does not require certification of pilots or the ultralight if they fall within the confines listed herein; however, if the ultralight does not fall within these confines, then they will be required to be operated under the FAA regulations for experimental aircraft.

Enforcement of these new regulations will fall within the jurisdiction of the FAA.

Although the new regulation does not state it, the FAA did tell us that the ultralight industry will have to self-impose an acceptable pilot training program and also some type of registration for the ultralight.

Mick Wilson, FAA accident prevention specialist from the Billings Flight Standards Office, will, in the very near future, be conducting several hangar sessions throughout the state to further explain and answer questions regarding these new regulations.



Auto Gas Approved For Cessna 150's

For the first time, the FAA has approved the use of automobile gasoline in a production engine.

The action followed extensive testing of unleaded automobile fuel in a single-engine Cessna 150 by the Experimental Aircraft Association, which has been a leader in the effort to get automobile fuel approved for aviation use in the United States.

The approval covers Cessna models 150, A through H and J through M, powered by Teledyne, Continental 0-200A engines. Although the approval applies to all kinds of operations, FAA plans to exclude air taxi flights carrying passengers for hire.

The FAA administrator, J. Lynn Helms, commended the Experimental Aircraft Association for "its genuine contributions to the advancement of aeronautics" in addition to its promotion of aviation as a sport.

Prior to the use of automobile fuel in the above cited aircraft, it is required to obtain the STC from the Experimental Aircraft Association by contacting E.A.A., P.O. Box 228, Hales Corner, Wisc. 53130. Questions regarding the use of automobile fuel should be directed to Mick Wilson, FAA accident prevention specialist, FSDO, Billings airport.

Administrator's Column

I attended and testified at the hearing conducted by Senator John Melcher in Livingston on September 3, 1982. The purpose of the hearing was for Senator Melcher to receive firsthand input from pilots and Flight Service Station personnel on the safety aspects of the FAA's part-timing and closures of FSS's in Montana. Montana pilot groups testifying were the Montana Pilots Association, Montana Aviation Trades Association, Montana Antique Aircraft Association, Montana 99's, and Montana Flying Farmers as well as others representing themselves and Flight Service Station personnel from Billings and Livingston.

All of these people were in agreement that the FSS services have definitely been reduced, resulting in a degradation of safety. The strong consensus was that service should be restored at Livingston and Cut Bank and that no further reductions in FSS service be made until after the new automated FSS Center is in place and operating correctly. This would provide services equal to, or better than, those services received prior to the FAA FSS closures and cutbacks.

FAA officials from Washington, D.C., and the Northwest Mountain Region in Seattle defended the FAA's actions by maintaining that these cutbacks and closures have not reduced services nor jeopardized safety. It is my opinion that neither the pilots nor Senator Melcher could see little, if any, validity in the rationale expressed by the FAA officials. Of particular interest to me was a fact brought out by Senator Melcher and agreed to be true by one FAA official that the FAA's actions are not the result of federal funding cuts but rather an issue of productivity.

Senator Melcher was successful in getting the FAA officials to agree to investigate why contracted weather observers at Dillon, Monida Pass and Mullan Pass are not providing weather information in a timely and reliable manner and investigate providing 24-hour weather information at Livingston and adding 24-hour altimeter reading information at Dillon and Livingston.

* * * * *

The Montana Coal Board met in Kalispell on August 13, 1982, during which time they reviewed a pre-application grant for a request to fund Phase II of a study for a public-use airport at Colstrip. Phase I of the study, which addressed the need and necessity of an airport, was completed and funded by a previous grant from the Coal Board.

Phase II, which the Coal Board agreed to pass on for a full grant application, will address the possible sites for an airport. The full grant application will receive further review and final decision during the next Coal Board meeting to be held October 14 and 15 at Colstrip.

* * * * *

I attended the fifth annual Montana Antique Airplane Association Fly-in at the Beacon Star Antique Airfield near Moore, Montana, on July 16, 17 and 18. The weather changed for the better Friday afternoon and was beautiful Saturday and Sunday.

The traditional Saturday night steak fry and hangar dance was a huge success and everyone had a good time. Larry Larson, Grant Rader and David Trees provided the music for the dance. Meals, except for Saturday night, were served in the Beacon Star aircraft shop by the Lewistown St. Leo's Cursillo group.

Over 90 airplanes flew in and most of the people put tents up at their airplanes for the three-day event. About 24 of the airplanes were in the antique classic category.

Sky diving teams from Montana State University and Helena thrilled the crowd with many different formation sky dives and "The Flying Grandfather" from Belgrade, Al Newby, provided a thrilling aerobatic performance in his antique Great Lakes bi-wing trainer.

I would like to congratulate the Montana Antique Airplane Association and especially Frank and Billie Bass for hosting this well-planned, fun-packed and successful fly-in.

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Administrator's Column Continued

It is with a great deal of regret that we are losing Brenda Spivey. Brenda, the receptionist and secretary for the Division, is going back to college. I guess working at the Aeronautics Division has rubbed off on Brenda because last spring she attended a ground school and has since passed her FAA private pilot's written exam. This summer she learned to fly and has obtained her private pilot's license.

Brenda will be attending Eastern Montana College and studying Air Transportation Management.

Although we hate to see Brenda go, we congratulate her and wish her well in her new career venture.

* * * * *

I attended the Three Forks Fly-in and Airshow on August 28, 1982. The weather was beautiful and the turnout was good! Al Newby provided an aerobatic airshow in his antique Great Lakes bi-wing trainer. Homebuilt and antique aircraft as well as new aircraft were on display. I'd like to congratulate Cindy Johnson, Ray Tocci and Jack Rochford for a job well done.



Brenda Spivey gets her "tailfeathers clipped" at the hands of Dennis Giulio, her instructor.



Brenda Spivey is presented with a Frank Wiley *Montana and the Sky* book by author and Montana's first Aeronautics director, Frank Wiley, on behalf of the Montana Aeronautics Division in recognition of her solo flight.

Next Shuttle Scheduled

The Aeronautics Division was notified recently that the next space shuttle is scheduled to be launched on November 11, 1982, from the Cape. The shuttle will be landing on November 16, 1982, at Edwards Air Force Base, Calif.



Future Jobs in

Aviation Examined

A new career planning resource for students by the General Aviation Manufacturers Association says career opportunities in engineering, mechanics and avionics repair look especially good in the long term.

Using data from a wide range of sources, the 1981 study looks beyond present employment cutbacks in general aviation production to manpower shortages in the late 1980's and early 1990's among aeronautical engineers and avionics, airframe and powerplant technicians.



CALENDAR

October 2 — Great Falls to Jackpot Air Race. Contact Patti Thompson, Race Director, for information 452-8800.

October 4 to 8 — Crash, Fire, Rescue School, Great Falls. Contact Jerry Burrows, Aeronautics Division, for further details - 449-2506.

October 8 & 9 — Montana Flying Farmers Convention, Sheraton Inn, Great Falls.

October 9 — Montana Chapter 99's meeting in Helena, Morrison Aviation, 11:00 a.m.

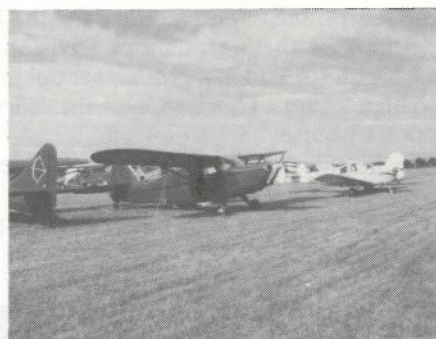
October 15 — Aviation Safety Program at Billings. World renowned aviation lecturer James W. (Pete) Campbell.

October 31 to November 5 — AOPA 27th Annual Convention, Las Vegas, NV. Call 301-951-3947 for further information.

Antique Fly-in at Beacon Star



MAAA Fly-in at Beacon Star on July 16 - 18, 1982.



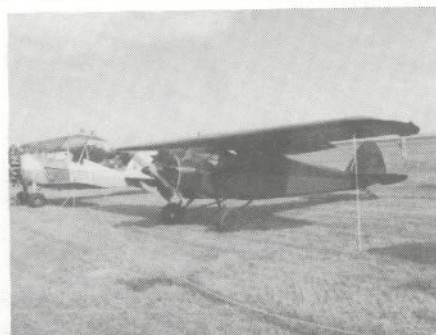
1947 Stinson Station Wagon 108-2 owned by Larry Larson, Molt.



Al Newby is escorted to his Great Lakes trainer by Pat Johnson, left, and Bev Fox.



Aerobatic pilots Al Newby, Gordon Sands and Ron Litton at the MAAA Fly-in at Beacon Star.



1929 Kari-Keen owned by Frank Bass.



Al Newby's 1931 Great Lakes 2T-A1.



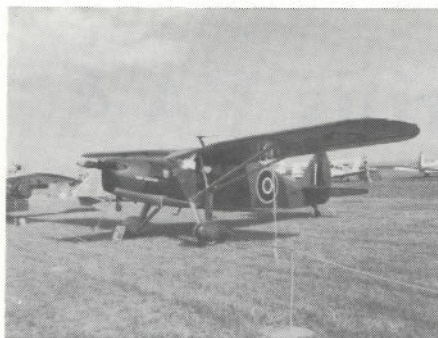
1956 Cessna 170-B owned by Larry Luckinbill, Columbus.



Vivienne Schrank of Jordan, right, and her friend Lillian Sullivan at the MAAA Fly-in.



1946 Taylorcraft BC-12-01 owned by Bill Sandmeyer of Geyser.



Fairchild F-24R owned by Mike Mulroney of Helena.



Mike Mulroney's Fairchild 24 rests on its belly after a gear collapsed during a landing incident. Damage was only minor.



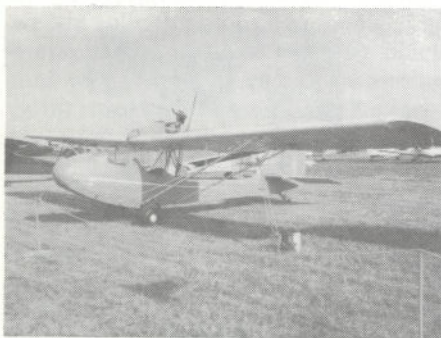
1974 Great Lakes 2T-1A-2 owned by Gordon Sands of Havre.



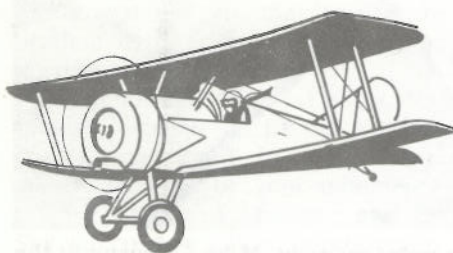
1946 Ercoupe owned by Clayton Wilhelm of Helena.



Bev Fox wipes tears of remorse from the eyes of Mike Mulroney after his bird got damaged in a landing incident.



1929 Curtis Jr. Pusher owned by Wayne Edsall, Bozeman.



The MAAA meeting at Beacon Star Antique Airfield is conducted by President Frank Bass.

Melcher Grills FAA

On September 3, 1982, in Livingston, Senator John Melcher conducted an inquiry into the management by the Federal Aviation Administration of the FAA's Flight Service Station System.

Testifying in addition to FAA management and employees were the Montana State Aeronautics Division, represented by Administrator Mike Ferguson, and many representatives for nearly all of Montana's general aviation groups.

Melcher had particularly tough words for Raymon Alvarez, deputy director of FAA Air Traffic Services. Melcher charged that FAA had allowed the safety of the system to be lowered.

Melcher, upon conclusion of the hearing, said, "Nothing I heard from the FAA representatives sufficiently rebutted what the representatives of the state government, FSS employees and the GA groups unanimously testified to: that the safety of the system is deteriorating. I learned that this is especially true for the inexperienced pilot or pilots with a low number of flying hours."

Testimony at the hearing confirmed that, while a recent fatal accident was not directly caused by the FAA, it might have nevertheless been prevented if the pilot had access to up-to-date weather information from the FAA.

While the FAA does not contract for weather information directly from weather observers (a National Weather Service function) it does require the information; and if the FAA was not aware that the information was not being received or not accurate, timely or sufficient to pilot needs, it is now.

Melcher further told the FAA that no matter how sophisticated the communication equipment promised for the future (automated 61-station concept), if there are blank spots in the

system and the information is not meeting the needs of the GA pilot, then the FAA will have invested in an expensive albatross.

FAA officials agreed to work with the NWS to improve the weather information.

In addition to Mike Ferguson, Aeronautics Division administrator, testifying there were Paul Newby, Flight Line, Inc.; Lee Baker, Montana Pilots Association; Edgar Obie, Jr., Montana Aviation Trades Association; Dorothy Curtis and Nancy Larson, Montana 99's; Frank Bass, Montana Antique Aircraft Association; Guy Willson, Montana Flying Farmers; and FAA officials and FSS employees.

(Editors Note: The preceding is a press release sent by Senator Melcher's office following the Livingston meeting.)

Airstrip Opens

A new landing strip is open for business five miles north of Polebridge.

The strip was named "Searight Airport," according to its owner, Murland Searight, who is president of Glacier International Flying Service.

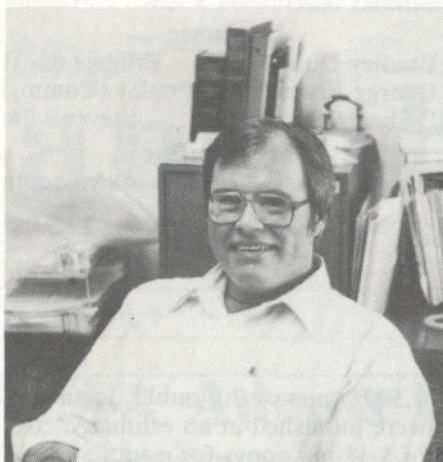
It is located near Red Meadow Creek on the west side of the North Fork Road. Clearing began two years ago when American Timber removed beetle-killed lodgepole pine.

The strip is 2,900 feet long and has a 60-foot wide landing area. Searight is preparing a sod surface and installation, a segmented circle to indicate traffic pattern and a wind direction indicator. He said it is open to the public; however, it is unattended, and does not have lights and will not be maintained in the winter.



Senator John Melcher, center, listens to a point made by Mike Ferguson at the hearing in Livingston on September 3. (Photo courtesy of Tom Shands, Livingston Enterprise.)

New Marking

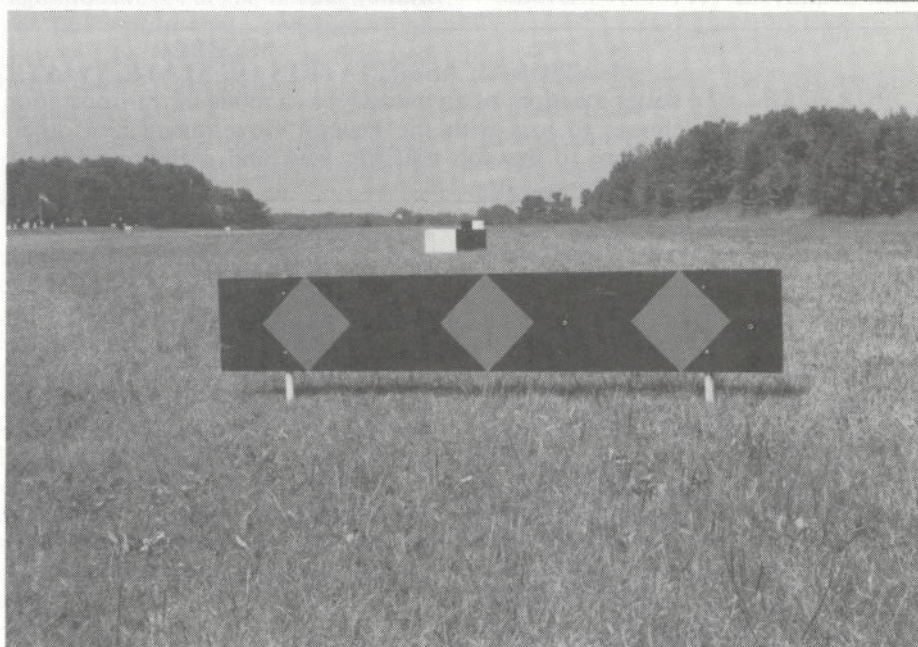
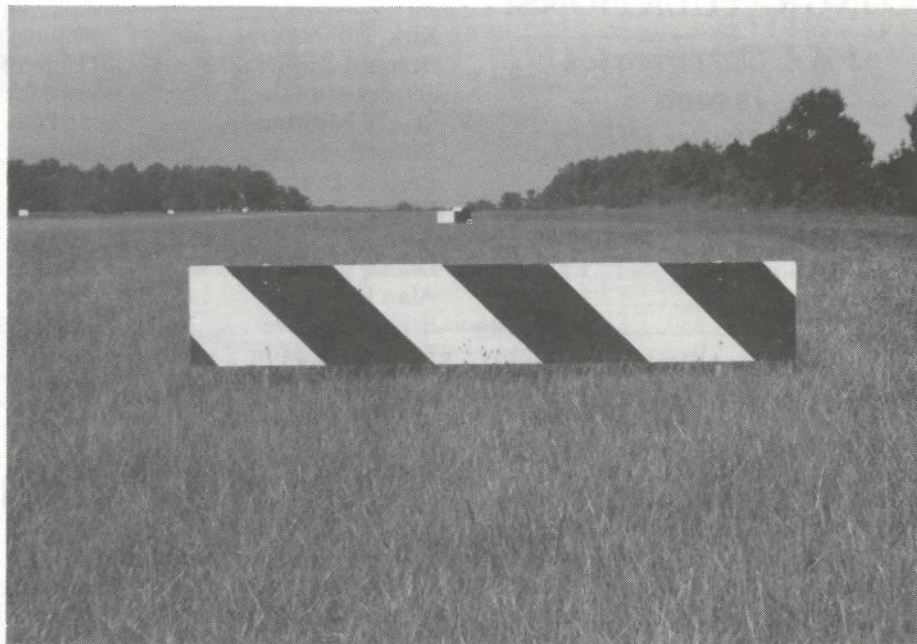


**By: Dave Kneedler, Chief
Airport/Airways Bureau**

The two markers pictured are a new concept and will, therefore, be unfamiliar to pilots using the Rock Creek Airport (Elliott Field) where they are installed as a part of an experimental runway marking system. They are intended to give the pilot landing information and are only part of the overall test system about which we are soliciting your comments. The marker having the alternating black and white strips is called an aiming point marker and essentially replaces the painted numbers found on paved runways. It is intended to serve as a point of reference in establishing an approach to land.

The other marker consists of three yellow diamonds on a black background and is referred to as a go-around marker. It is located $\frac{1}{3}$ of the way down the runway to indicate to the landing pilot that from that point $\frac{2}{3}$ of the runway remains. Its intent, obviously, is to indicate to the pilot on approach to land, but still airborne at that point, that it would be prudent to initiate a go-around and try it again.

As we have said in past issues, this system installed at Elliott Field is strictly experimental, and we are greatly in need of your comments. The next issue of Montana and the Sky will contain a short questionnaire which we hope you will fill out and mail to us after having used this test system.



Fuel Price Report Is Available

Pilots throughout the country will be able to know in advance of their fuel stops what price they will be charged for avgas or jet fuel through a new service started in August by the Aircraft Owners and Pilots Association.

With the initial cooperation of more than 1,000 fixed base operators,

AOPA is publishing a monthly "Fuel Watch." The lowest price for each grade of fuel in each state is published in the AOPA newsletter; however, due to space only a limited number can be published.

Pilots who want the full list may subscribe to a monthly "Fuel Watch Report." The subscription cost is \$2 a month for AOPA members or \$3 for non-members on a year's subscription.

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

Private

Theodore Hileman ... East Missoula
Sheril Helton ... Hungry Horse
Gary Kinniburg ... Kalispell
Nils Troedsson ... Dillon
Robert Heckel ... Kalispell
Roger Combs ... Libby
Wayne Wilcox ... Darby
David Gates ... Bozeman
Norman Larson ... Helena
Lynne Kitto ... Manhattan
David Hoekema ... Manhattan
Daniel Theisen ... Belgrade
Glen Anderson ... Geraldine
Kip Pursley ... Big Sandy
Frederick Gillett ... Lewistown
John Brandvold ... Bynum

Kirk Hohenberger ... Billings
Bernard Zuroff ... Helena
Jeffrey Hutton ... Great Falls
Sherry Meadors ... Great Falls
Robert Nedens ... Billings
Patrick Doucette ... Wagner
William Kolar ... Dillon
Joan Greiser ... Dillon
Diana Walrath ... Dell
Alan Kull ... Billings
Brian Cosgrive ... Clinton
Russell Johnson ... Sidney
William Nagengast ... Sidney
Charles Moore ... Sidney
Larry Grubbs ... Billings
Jimmy Logan ... Billings
John Glenn ... Billings
Mark Butorac ... Hardin

Commercial

Loren Kauffman ... Kila
Michael Mamuzich ... Conrad
Bradley Duerst ... Billings

ATP

Dean Chambers ... Glendive
Charles Nelson ... Wibaux

Instrument

Bradley Duerst ... Billings (CFI)
George Bryan ... Poplar (Comm.)
Delbert Schwaderer ... Stevensville

Multi-Engine

Stephen Powell ... Missoula

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MEMBER

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